OSC-0698-60

Copy 6 of 7

1 July 1960

MEMORANDUM FOR : Acting Chief, Development Branch, DPD-DD/P

SUBJECT : Trip Report of Visit to Minn-Honeywell Facility
at Clearwater, Florida

1. On 28 and 29 June 1960, I visited the Minn-Honeywell facility
at Clearwater, Florida. The purpose of the visit was to tour the
facility and receive an indoctrination into the working program of
the Inertial Navigational System. Discussions were held with [____]
and [____]

2. Both [____] expressed a concern about ground
support equipment. They desire a meeting to discuss, with appropriate
parties, the operational concepts and operational techniques to be
employed in conducting an operational mission and/or a flight test
mission. Some topics desired to be discussed are as follows:

(A) Will be airplane always be in the same position
on the field for calibration?

(B) Will calibrations be made only during daylight
hours or in darkness?

(C) Can calibrations be made in the hangar?

(D) What are transportability requirements for ground
calibration equipments?

(E) Will there be a requirement to calibrate two air-
craft for "backup" capability?

(F) Discuss coordination of aircraft preflight between crews and time schedules, since during part of the INS alignment, no other persons can be working on the aircraft.

(G) What is the expected weather environment during the calibration? (Temperature affects the theodolite.)

(H) How exact can the pilot determine his position through the drift sight?

(I) How often can the pilot make position correction fixes?

(J) Which equipment will be GFE and which should they purchase?

3. Some limitations, not previously understood by me, were also brought out in the discussions. For example, the system will not function properly if mission requirements call for operation below the equator. Also, to make a 90 degree turn, no camera operation can be realized for approximately 200 miles.

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4. [ ] will be on vacation until 18 July 1960.

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[ ]

Major   USAF